

# Funding Pathways for Multimodal Trails | Miami-Dade County

October 2022



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# As multimodal trial projects grow in importance in Miami-Dade County, meeting their funding needs remains critical

- ▶ The Team identified and analyzed the landscape of funding pathways available to construct, operate, and maintain bicycle path/trail assets with Federal, State, and Local monies.

Federal	State	Local
<ul style="list-style-type: none"> <li>• Transportation Alternatives</li> <li>• Highway Safety Improvement</li> <li>• Congestion Mitigation and Air Quality Improvement Program</li> <li>• RAISE Grant Program</li> <li>• Carbon Reduction Program</li> <li>• PROTECT Program</li> <li>• Safe Streets and Roads for All</li> <li>• Active Transportation Infrastructure</li> <li>• Earmarks</li> </ul>	<ul style="list-style-type: none"> <li>• SUN Trail Program</li> <li>• Florida Recreation Development Assistance Program</li> <li>• Florida Economic Development Transportation Fund</li> <li>• Strategic Intermodal System</li> <li>• Earmarks</li> </ul>	<ul style="list-style-type: none"> <li>• General Obligation Bonds</li> <li>• PTP Surtax Funds</li> <li>• Local General Funds</li> <li>• Tourist Development Tax</li> <li>• Gas Taxes</li> <li>• Impact Fees</li> <li>• Special Taxing Districts</li> <li>• Improvement Districts and Tax Increment Financing</li> <li>• Naming Rights</li> <li>• Corporate Philanthropy</li> </ul>

- ▶ In order to showcase the associated funding opportunities and costs of building and maintaining trails, the Team profiled four multimodal trial projects in Miami-Dade County (MDC).

# Federal funding - available to fund the capital expenditures (Capex) of "shovel-ready" trail projects

- ▶ The Bipartisan Infrastructure Law (BIL) expands funding opportunities for MDC's multimodal trails by increasing funding amounts for long-standing programs and creating new programs.
- ▶ In order to be competitive, projects need to be "ready", in terms of both planning and local funds secured to meet the non-Federal match.

	Source of Funding	Capex	O&M*
	Transportation Alternatives (TA) Program	✓	✓
	Highway Safety Improvement Program (HSIP)	✓	
	Congestion Mitigation and Air Quality Improvement Program	✓	
	RAISE Program	✓	
[New]	Carbon Reduction Program (CRP)	✓	
[New]	PROTECT Program	✓	
[New]	Safe Streets and Roads for All (SS4A) Grant Program	✓	
	Active Transportation Infrastructure Investment	✓	
	Earmarks	✓	

\*Operations and maintenance



## State Funding - few funding opportunities for trail projects, mainly for Capex

- ▶ Although MDC has not historically benefitted from large amounts of State monies for trails, in recent years, several trails have received funding, mainly from the SUN Trail Program.
- ▶ Since MDC costs are likely to be higher than those in other parts of the State, MDC projects may be less competitive.

Source of Funding	Capex	O&M
Shared-Use Nonmotorized (SUN) Trail Program	✓	✓
Florida Recreation Development Assistance Program	✓	
Florida Economic Development Transportation Fund	✓	
Strategic Intermodal System	✓	
Earmarks	✓	

## Local funding – available for capex and O&M – is the most critical source of funding for trails

- ▶ Local funding is essential for the long-term successful implementation of trails as it can cover capex and O&M costs, while also unlocking other Federal and State sources of funding.
- ▶ MDC has a successful track record implementing innovative funding techniques at the local level. However, political support is key to unlocking local funding sources.

Source of Funding	Capex	O&M
General Obligation Bond (GOB)	✓	
People's Transportation Plan (PTP) Surtax Funds	✓	✓
Local Government's General Funds	✓	✓
Tourist Development Room Tax	✓	✓
Gas Taxes	✓	✓
Special Taxing District	✓	✓
Improvement District & Tax Increment Financing	✓	✓
Impact Fees	✓	
Naming Rights/ Sponsorships	✓	✓
Corporate Philanthropy	✓	✓

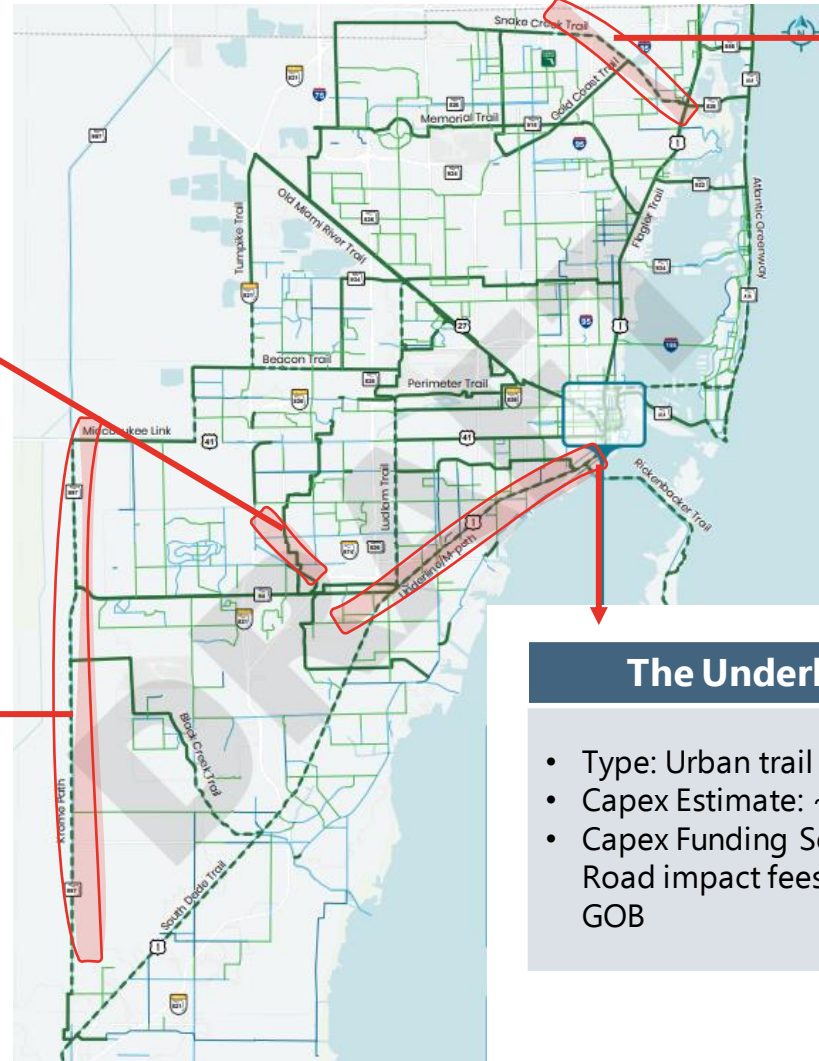
# Four multimodal trail projects were selected for review, reflecting MDC's socioeconomic and geographic diversity

## Snapper Creek Trail

- Type: Suburban trail
- Capex Estimate: \$5.7M  
Segment A, \$4.2M  
Segment B
- Capex Funding Sources: GOB, Building Better Communities Bond, TAP Grant

## Krome Path

- Type: Suburban trail
- Capex Estimate: \$1.86M
- Capex Funding Sources: Strategic Intermodal System



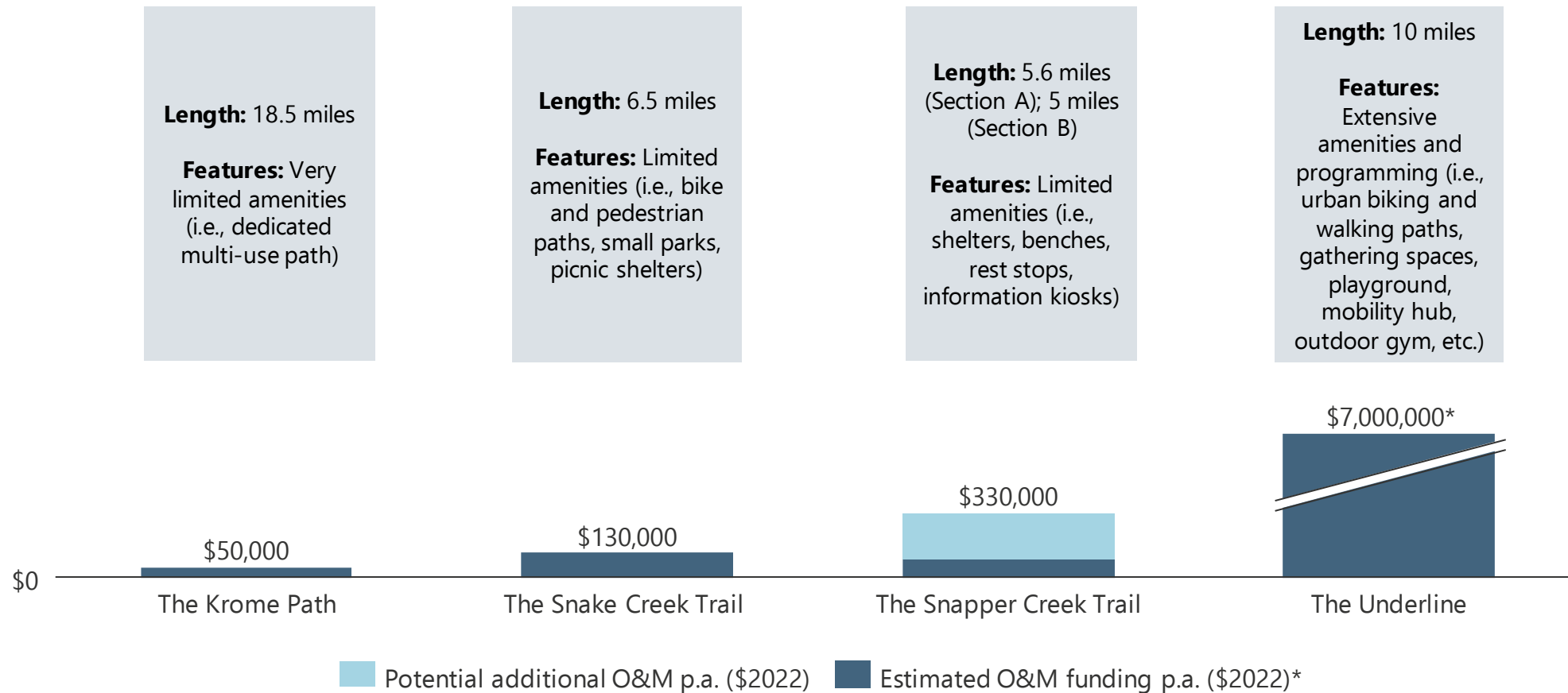
## Snake Creek Trail

- Type: Greenway/Non-Rail-Trail
- Capex Estimate: \$2.5M for 3.4 miles
- Capex Funding Sources: GOB

## The Underline

- Type: Urban trail
- Capex Estimate: ~\$146M
- Capex Funding Sources: Road impact fees, grants, GOB

## O&M costs can vary significantly depending on the project's length, features, and amenities



\*Note: The Underline estimates are the expected O&M costs once all the phases of the Project are complete (2030). For the purposes of displaying prices in real numbers, we present the Projects' O&M costs after substantial completion in \$2022.



## As all projects studied face O&M funding gaps, the Team identified funding sources to meet these needs

Funding Source	Type	Magnitude of Funding	Frequency	Political Feasibility
Recreational Trails Program	Federal	Up to \$500,000	●	●
SUN Trail	State	Data Unavailable	●	●
Special Tax District	Local	Millions	🔄	●
PTP Surtax Funds	Local	Thousands - Millions	🔄	●
Local Sales Tax (Non PTP)	Local	Millions	🔄	●
General Funds	Local	Millions	🔄	●
Gas Tax	Local	Millions	🔄	●
Naming Rights/Sponsorships	Local	Millions	●	●
Corporate Philanthropy	Local	Thousands – Millions	🔄	●
Private Donations	Local	Thousands	🔄	●

Ongoing funding = 🔄 One-time funding = ● | Political Feasibility = ● (most); ● (possible); ● (challenging)

## Moving forward, the Team recommends...

1

MDC should consider developing multimodal trail projects as a “program” or interconnect “system” rather than as stand-alone projects.

2

To increase the likelihood that multimodal trails are competitive for Federal and State funding, projects should be “shovel-ready” and demonstrate “transformative impact”.

3

Project managers should proactively incorporate O&M funding into multimodal trail project funding plans at an early stage.

4

The County should place an emphasis on local funding pathways, such as local general funds, as these provide a critical avenue to cover both Capex and O&M.

5

Municipalities currently have greater flexibility than the County in the use of Surtax funds and should consider using these monies for multimodal trail projects.